

Napa County Transportation and Planning Agency

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, August 6, 2015

2:00 PM

*****SPECIAL TAC MEETING*****

NCTPA/NVTA Conference Room

Technical Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the TAC on any item at the time the TAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the TAC Secretary. Also, members of the public are invited to address the TAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – TAC or go to <http://www.nctpa.net/technical-advisory-committee-tac>.

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

1. Call To Order**2. Introductions****3. Public Comment****4. Committee Member and Staff Comments****5. STANDING AGENDA ITEMS****5.1 Congestion Management Agency (CMA) Report* (Danielle Schmitz)****5.2 Project Monitoring Funding Programs* (Alberto Esqueda)****5.3 Transit Update (VINE Performance)****5.4 Caltrans' Report* (Ahmad Rahimi)****5.5 VINE Trail Update (Rick Marshall)**

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

6. CONSENT AGENDA**6.1 Meeting Minutes July 9, 2015 TAC meeting (Kathy Alexander)**

Recommendation: Approval
2:20 p.m.

Attachments: [6.1 7-9-15 TAC Meeting Minutes DRAFT.pdf](#)

7. REGULAR AGENDA ITEMS**7.1 Draft Napa Countywide Transportation Plan (Danielle Schmitz)**

Recommendation: That the TAC provide comments on the Draft Napa Countywide Transportation Plan
2:20 p.m.

Attachments: [TAC Item 7.1 - draft Countywide Transportation Plan.pdf](#)

- 7.2 Regional Transportation Plan (RTP) Call for Projects (Alberto Esqueda)
Staff will review the RTP Call for Projects Guidelines

Recommendation: Information
2:45 p.m.

Attachments: [7.2 RTP Call for Projects.pdf](#)

- 7.3 Abandoned Vehicle Abatement Program Renewal (Tony Onorato)
Staff will review the Abandoned Vehicle Abatement Program renewal process.

Recommendation: Information
2:50 p.m.

Attachments: [TAC Item 7.3- AVAA Program Renewal Update ao-KM changes.pdf](#)

- 7.4 State Transportation Improvement Program 2016 (Danielle Schmitz)
Staff will review the State Transportation Improvement Program

Recommendation: Information
2:55 p.m.

Attachments: [7.4 RTIP and STIP Update and Policy Discussion.pdf](#)

- 7.5 Legislative Update* (Kate Miller)

Recommendation: Information - TAC will receive the monthly Legislative Update

Estimated Time: 3:00 p.m.

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

Napa County Transportation and Planning Agency

Technical Advisory Committee (TAC)

MINUTES

Thursday, July 9, 2015

ITEMS

1. Call to Order

Chair Kirn called the meeting to order at 2:05 PM.

Brent Cooper	City of American Canyon
Jason Holley	City of American Canyon
Mike Kirn, Chair	City of Calistoga
Eric Whan	City of Napa
Rick Tooker	City of Napa
Joe Tagliaboschi	Town of Yountville
Steve Palmer	City of St. Helena
Rick Marshall	County of Napa

2. Introductions

Chair Kirn asked all in attendance to introduce themselves.

3. Public Comments

None

4. TAC Member and Staff Comments

Information Only / No Action Taken

County of Napa (Rick Marshall)

- Repair work underway on Silverado Trail
- Oakville bridge is closed
- Started the fence project on Highway 29

City of American Canyon (Brent Cooper) – Thirty-five acres have been approved for twenty-eight large lot single family homes.

City of American Canyon (Jason Holley) – City Council adopted a new annual budget which includes additional staff positions for traffic and street projects.

City of Napa (Eric Whan) – Roundabout cooperative agreement with Caltrans has been signed and project is moving along.

NCTPA (Diana Meehan)

- The October TAC meeting will be a bike tour of Davis
- Requested TAC consider holding a National Association of City Transportation Officials (NACTO) Urban Bikeway Design or Urban Street Design training program

Metropolitan Transportation Commission (MTC) (Ursula Vogler)

- One Bay Area 2 Grant basic concepts presented as information item to the Programming and Allocations Committee. No action was taken.
- Reminded the Committee Climate Initiatives Parking Management Transportation Demand Management Grant Program letters of Interest are due July 17, 2015 by 4 p.m.
- The economics section of the Vital Signs website is functioning.

City of Napa (Eric Whan)

- The cooperative agreement with Caltrans for the roundabouts has been signed and the project is moving forward.

NCTPA (Kate Miller) – Caltrans is working with UC Davis on a study of State Route 37(SR 37). Additionally, the North Bay elected officials and Congestion Management Agency executive directors are working on a draft memorandum of understanding for the four counties to work together on SR 37.

5. STANDING REGULAR AGENDA ITEMS

Information Only / No Action Taken

5.1 Congestion Management Agency (CMA) Report (Danielle Schmitz) –

- MTC's Federal Efficiency Committee is requesting information from each jurisdiction on District 4 projects that have been delayed due to culture resources studies or archeological resources studies. NCTPA staff requested that the jurisdictions complete the spreadsheet that was already emailed.

Chair Kirn stated regulatory agencies can often cause project delays and do not follow the Permit Streamlining Act.

Danielle continued her report:

- MTC is completing their Federal Obligation Plan, specifically for FY 2015-16 projects - submit information to Danielle by July 10, 2015.
- Caltrans is completing a District 4 State Highway Bicycle Plan – keep Diana Meehan informed of state highway bicycle projects.

5.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto reviewed the updates to the project monitoring reports, including projects jurisdictions are handling directly that were not previously listed on the monitoring reports.

5.3 Transit Report (*VINE Ridership*) (Tom Roberts)

Tom reviewed the preliminary ridership totals from the spreadsheet he distributed.

As this was Tom's last meeting prior to leaving NCTPA, Chair Kirn thanked Tom for his service.

5.4 Caltrans Report – (Ahmad Rahimi)

Ahmad reviewed the updates to the report.

5.5 VINE TRAIL REPORT

Eric Whan noted Herb Fredricksen will be scheduling a Vine Trail ad hoc committee meeting.

Philip Sales reported that the final parcel for the Oak Knoll segment easement was acquired .

Kate Miller added the ad hoc needs to add the Wine Country to Trower section of the Vine Trail to its focus list.

6. CONSENT AGENDA ITEMS (6.1)

6.1 Approval of Meeting Minutes June 4, 2015 TAC meeting

6.2 Approval of Meeting Minutes June 4, 2015 TAC/CAC meeting

6.3 Approval of Meeting Minutes, June 25, 2015 special TAC meeting

Eric Whan stated the "City of Napa roundabouts moved to June" under section 5.2 should read "City of Napa roundabouts STIP funding extension was moved to June CTC meeting."

Rick Marshall stated both sets of minutes indicate he attended the meeting, however he did not attend, additionally, the second set of minutes indicate he left the meeting.

MOTION MADE by TOOKER SECONDED by PALMER to APPROVE the June 4, 2015 TAC minutes, June 4, 2015 TAC/CAC as amended and the June 25, TAC special meeting minutes as presented. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

7.1 Pedestrian Plan (Diana Meehan)

- Diana Meehan provided a review of the progress on the plan to date.
- Fehr and Peers provided a presentation on the criterion and asked the TAC members to rate the criteria based on importance to their jurisdiction and provide that information to Diana Meehan by July 23, 2015.

7.2 Bicycle and Pedestrian Count Locations (Diana Meehan)

Diana reviewed the proposed locations and requested the TAC provide feedback on locations for each jurisdiction by July 23, 2015. Additionally she noted volunteers were needed for each of the locations and dates.

Patrick Band from Napa Bike Coalition offered to help recruit volunteers.

7.3 Napa Countywide Transportation Plan (CTP) (Danielle Schmitz)

Danielle reviewed the progress of the work completed on the plan to date.

Kate Miller reviewed the comments received and amendments made to the plan documents, including removing the model results and all references to it.

The draft CTP will be presented to the NCTPA Board at the July 15, 2015 meeting with a request to release the draft to the public for comment. TAC members voiced concern about not having the opportunity to review the consolidated draft document. NCTPA staff noted that all of the parts have been reviewed – some on more than one occasion – and TAC comments have been incorporated.

The TAC will continue to provide comments on the CTP and will hold a special meeting in August to review the comprehensive document. TAC members requested and NCTPA staff will make note in the Board memo that the TAC did not have an opportunity to review the consolidated draft document

MOTION MADE by MARSHALL SECONDED by PALMER to RECOMMEND to the NCTPA Board the release of the draft Countywide Plan for public comment.

**VOTE: Ayes – Kirn, Whan, Tooker, Tagliaboschi, Palmer, Marshall
Nays – Holley, Cooper**

7.4 Regional Transportation Improvement Program (RTIP) 2016 Update

Danielle Schmitz provided a recap of the 2014 RTIP, reviewed the 2016 Fund estimate and the NCTPA RTIP proposed policy.

7.5 Regional Transportation Program (RTP) Call for Projects

Alberto Esqueda reviewed the Regional Transportation Program (RTP) Call for Projects.

7.6 Abandoned Vehicle Abatement Authority Fee Program Sunset and Renewal (Tony Onorato)

Tony Onorato reported on the usage of the Abandoned Vehicle Abatement Authority Fee Program and reviewed the requirements for renewing the program. TAC requested that the item be presented to the City Managers at their Friday meeting.

7.7 Legislative Update and State Bill Matrix (Kate Miller)

Information Only / No Action Taken

Kate Miller reviewed the legislative update and bill matrix.

7.8 NCTPA Board of Director's Agenda for July 15, 2015 (Kate Miller)

Information Only / No Action Taken

Kate Miller reviewed the July 15, 2015 NCTPA Board meeting agenda.

8. FUTURE AGENDA ITEMS

None.

9. ADJOURNMENT

The next regular meeting date is September 3, 2015.

Meeting adjourned at 4:47 p.m.



August 6, 2015
TAC Agenda Item 7.1
Continued From: July 2015
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Draft Napa Countywide Transportation Plan: Vision 2040 *Moving Napa Forward*

RECOMMENDATION

That the TAC review the draft Countywide Transportation Plan and provide any comments and proposed edits by August 14, 2015.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), NCTPA is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This effort informs MTC's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

All elements of the Plan are complete and have been released for public comment and review. To view the draft Plan visit <http://www.nctpa.net/countywide-plan-vision-2040>. The official comment period ends Friday, August 14, 2015. Formal comments must be submitted by that deadline in order for it to be included in the plan and/or be considered by the NCTPA board. The final Plan will be approved at the September 16, 2015 NCTPA Board Meeting. Written comments can be emailed to plan@nctpa.net or delivered/mailed to NCTPA at 625 Burnell Street, Napa, CA 94559.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

NCTPA staff and its consulting team are nearing the end of plan development with anticipated adoption in September 2015. Important milestones that have been accomplished to date are as follows:

Public Outreach

- Three public workshops in April 2015 for Project Review
- Citizen Advisory Committee Meetings - held in April, September, December 2014 and March and June 2015
- 16 Community Based Transportation Plan (CBTP) stakeholder outreach meetings
- Additional presentations as invited
- Public outreach efforts via KVON/KBBF and the NCTPA interactive web map
- Kick-off public workshops held in spring 2014

Projects and Revenues

- Conducted a “call for projects” for a visionary 25-year list of projects and programs to be included in the Plan
- Round-Robin meetings with TAC to review project and program lists (March and October 2014 and March 2015)
- Formation of a TAC ad-hoc revenue committee to review project and program lists and assemble a constrained list of projects as well as discuss future revenue generating options for Napa County
- Compiled preliminary Revenue Projections
- Screened projects using Goals and Objectives – see Constrained Project List.
- At the May 7, 2015 meeting TAC approved the CTP Project and Program Lists.

White Papers

- Created a series of White (issue and opportunity) Papers that define challenges and propose solutions for transportation over the 25 year period of the Plan including:
 - Mode shift and Travel Demand Management (TDM)
 - Travel Behavior
 - Transportation, Land Use and Development
 - Communities of Concern
 - Transportation Funding and New Revenue Sources
 - Prospects of Rail Transportation

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- Transportation and the Napa Economy Part 1: Jobs and Housing
 - Transportation and the Napa Economy Part 2: Goods Movement
 - Traffic Operations and Corridor Management
 - Transportation and Environmental Concerns
 - Transportation and Health
 - Emerging Technologies

Investment Plan

NCTPA staff summarized the plan findings in the Investment Plan. The Investment Plan totals project needs by categories (mode, constrained and unconstrained lists). The Investment Plan also summarizes revenues, including committed revenues, discretionary revenues, and blue print revenues. Committed revenues are those funds reasonably expected to be received, Discretionary revenues are competitive grant revenues for which eligible projects exist in the plan, and blue print revenues are those revenues that NCTPA staff and its member jurisdictions have prioritized as potential new revenues. Project needs exceed revenue projections. The Investment Plan further acknowledges inherent differences between local interests and regional, state, and federal policies. It further acknowledges the challenges associated with maintaining significant transportation infrastructure with limited resources and balances those needs with system enhancements.

At the joint TAC-CAC meeting on June 4th it was recommended that the Plan balance maintenance and enhancement needs with any flexible funding.

NEXT STEPS

TAC should review the draft Plan and provide any edits back to staff by August 14th. The draft Plan was released for public review and comment at the July 15th NCTPA Board meeting. Formal written comments are due to NCTPA by August 14, 2015. Written comments can be emailed to plan@nctpa.net or delivered/mailed to NCTPA at 625 Burnell Street, Napa, CA 94559. The final plan will be brought to the NCTPA Board on September 16, 2015 for approval.

SUPPORTING DOCUMENTS

Attachments:

- (1) draft Plan <http://www.nctpa.net/countywide-plan-vision-2040>



August 6, 2015
TAC Agenda Item 7.2
Continued From: July 2015

Action Requested: INFORMATION/ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Associate Planner
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: 2017 Regional Transportation Plan (RTP) Call for Projects Update

RECOMMENDATION

That TAC enter their constrained project list into the online database projects.planbayarea.org

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) has issued a “Call for Projects” (CFP) for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the 25-year Regional Strategic Transportation Plan that is revised every four (4) years. This RTP will promote policies to meet SB 375 requirements that mandate a companion “Sustainable Communities Strategy”, which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks and by linking transportation to new development.

TAC will evaluate RTP requirements in context of the Vision 2040: Moving Napa Forward draft constrained project list and refine it as necessary. MTC assigned each Bay Area county a target budget, intended as a general financial ceiling limit for projects and program submitted by each county. The target budget for Napa County is \$340 million over the next 25 years. It is staff’s recommendation for the jurisdictions to input all their constrained projects into the online database projects.planbayarea.org. Jurisdictions should have their projects entered by July 31, 2015. Final project submittals will be taken to the September 16, 2015 NCTPA Board meeting for approval. Final project submittals are due to MTC by September 30, 2015.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. TAC will work to develop recommendations for approximately \$496 million in projects over the next 25 years.

BACKGROUND AND DISCUSSION

The Regional Transportation Plan (RTP) is a 25-year plan that serves as framework for the regional planning process to establish consistent and sustainable planning goals throughout the nine-county Bay Area region. This long-range transportation and land use plan aims to link transportation and housing in future regional growth. The plan specifically addresses the requirements of SB 375 (the 2008 California Sustainable Communities and Climate Protection Act), to reduce greenhouse gas emissions implementing a Sustainable Community Strategy and advancing compact and mixed-use development. Integrating and promoting transportation linkages to new development to foster walkable communities and provide more access to schools, local jobs and retail and encourage the use of alternative transportation modes.

As part of this effort, the Association of Bay Area Governments (ABAG) and MTC are requesting 2015 land use data to update the 2010 database used in the previous 2013 RTP. Data requested from jurisdictions include growth and zoning policies that have impact on intensity of development, a listing of large development projects completed since 2010 and known future developments.

The RTP 25-year vision is supported by a similar 25-year Investment Plan drafted for the Countywide Transportation Plan (CTP), comprised of projects and programs submitted by jurisdictions based on needs of the community. In addition to identifying local projects and programs the Investment Plan determines the delivery order of identified projects. These projects and programs were collected through a Call for Projects in the fall of 2014 as part of the CTP process. TAC will review and discuss projects submitted under the 2015 CTP and select projects from the Constrained Project list to submit to the RTP.

While a subset of projects from the CTP constrained list will be refined to submit to the RTP, those RTP projects will be subject to a budget. MTC assigned each county a target budget, intended as a general upper financial limit for the program of projects submitted by each county. For Napa County, the estimate is \$340 million for the next 25 years. The county target budgets were calculated based on the county population shares of estimated RTP/SCS discretionary funding plus an additional 75 percent. The county target budget is established for purposes of setting a reasonable limit on project submittals and is not to be construed as the budget used for allocating funds to projects in the RTP/SCS.

In addition to MTC's target budget of \$340 million Napa county jurisdictions identified estimated general fund contributions and Traffic Impact Fees (TIF) that would help fund projects in the RTP. We have added \$149 million identified in general fund/TIF revenues and an additional \$6.5 million in private contributions for the Napa Valley Vine Trail for a total of \$496 million to fund projects submitted to the RTP.

MTC issued a CFP on May 1, 2015 for the 2017 RTP update and launched a web-based application for the submittal of projects on May 18, 2015. Each jurisdiction should designate staff to submit projects and input detailed project information. Designated staff will need to access the Plan Bay Area (PBA) website at projects.planbayarea.org and create an account to submit projects. NCTPA will coordinate and assist project sponsors with the application, as well as review project information prior to final submittal to MTC.

Project sponsors will select eligible projects from the CTP constrained list for inclusion in the RTP project list. RTP submittals were vetted by the community in a series of public workshops on April 16th, 22nd and 23rd in American Canyon, Napa, and St. Helena, respectively. The project submittals will also be recommended and approved at NCTPA public meetings in September.

SUPPORTING DOCUMENTS

Attachments:

- (1) Plan Bay Area 2040—Project Update, Call for Projects and Needs Assessment Guidance Memo
- (2) ABAG/MTC Existing Land Use Data Collection Strategy



April 29, 2015

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schauf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

RE: Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance

To: Caltrans, Congestion Management Agencies, and Transit Operators

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is fluid and cursive, with a long horizontal line extending to the right.

Alix A. Bockelman
Deputy Executive Director, Policy

AB:AN:WB

[https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx](https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call%20for%20Projects%20and%20Need%20Assessments%20Letter.docx)

Attachments

- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

Project Update, Call for Projects and Needs Assessments Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is available in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:

- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
 - Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
 - Post notices of public meetings on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
 - To the extent possible, hold public meetings in central locations that are accessible for people with disabilities and by public transit.
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- Document the outreach effort undertaken for the Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:
 - Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvement projects in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.
 - Assist community-based organizations, communities of concern and any other underserved community interested in submitting projects.
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process.
 - For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf.

4. Project Funding Plans

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committed Projects and Funds Policy defines:

- **Committed** funding sources as -funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.
 - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO_4182.pdf
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

A. County Target Budgets

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.
 - County target budgets are intended to place a cap on project/program submittals by CMAs.
 - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
 - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
 - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
 - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
 - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

County Target Budgets (in billions of Year-of-Expenditure \$)

A	B	C	B + C = D	E
County	RTIP	OneBayArea Grant	Total Funds	Anticipated Local Revenue**
Alameda	\$2.03	\$0.62	\$2.65	n/a
Contra Costa	\$1.39	\$0.45	\$1.84	\$5.40
Marin	\$0.38	\$0.10	\$0.48	n/a
Napa	\$0.25	\$0.09	\$0.34	n/a
San Francisco	\$1.03	\$0.38	\$1.41	\$7.00
San Mateo	\$1.05	\$0.27	\$1.32	n/a
Santa Clara	\$2.41	\$0.87	\$3.28	\$5.80
Solano	\$0.63	\$0.19	\$0.82	\$1.60
Sonoma	\$0.77	\$0.24	\$1.01	\$1.60
Total	\$9.92	\$3.21	\$13.13	\$21.40

**Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

B. Regional Discretionary Requests

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

5. Cost Estimation Review

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf.

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates, http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf.

6. Programmatic Categories

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:
 - Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
 - Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
 - Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

7. Project Application

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:
 - Update/modify Plan Bay Area project/program information.
 - Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
 - Add new projects/programs.
- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditorium.

8. Submittal Process

- Submit to MTC as part of the official project/program submittal:
 - Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
 - Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
 - Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting (anoelting@mtc.ca.gov, 510.817.5966).

B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is available in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

9. Transit Operating Needs Assessment

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:
 - Projected costs to operate at existing service levels over the period of the Plan.
 - Projected costs and service levels associated with planned, committed projects.
 - Projected revenue from local sources to be used for transit operations.
- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).
- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon (wbacon@mtc.ca.gov, 510.817.5628).

10. Transit Capital Asset Needs Assessment

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC’s new web-based application. Sponsors will be able to:

- Update/modify their existing transit capital asset information.
 - Remove assets that are no longer part of the inventory.
 - Add new assets or assets that have not previously been included in the RTCI.
- The web-based application form will be available May 1, 2015.
 - Additional details and guidance on the transit capital needs assessment, RTCI, and MTC’s web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy (mchoy@mtc.ca.gov, 510.817.5607).

11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state’s cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell (tromell@mtc.ca.gov, 510.817.5772).

C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<i>Guidance</i>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<i>Project Submittals</i>		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept’ 30
Submit New Projects/Programs	May 1	Sept’ 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct’ 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
 - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
 - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
 - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (10) Maintain the transportation system in a state of good repair:
 - (a) Increase local road pavement condition index (PCI) to 75 or better;
 - (b) Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
 - (c) Reduce average transit asset age to 50 percent of useful life.

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

		PROJECT PURPOSE			
		Expansion	System Management	Preservation	Operations
TRANSPORTATION SYSTEM	Local Road	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended roadway (more than ¼ mile) • New lane on existing roadway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • Road diet (more than ¼ mile) 	<ul style="list-style-type: none"> • Intersection improvements (less than ¼ mile) • Management systems • Safety and security • Multimodal streetscape improvements (less than ¼ mile) • Travel demand management • Congestion pricing 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	State Highway	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended highway (more than ¼ mile) • New lane on existing highway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • New I/C, I/C modification (with added capacity) 	<ul style="list-style-type: none"> • Management systems • Safety and Security • Minor Highway Improvements (less than ¼ mile) • Travel demand management • I/C modifications (no added capacity) 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Public Transit	<ul style="list-style-type: none"> • New/extended fixed guideway (rail, BRT, ferry) • New/expanded station/terminal (including parking facilities) • Fleet/service expansion 	<ul style="list-style-type: none"> • Management systems • Safety and security • Minor transit improvements 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Tollway	<ul style="list-style-type: none"> • New/extended toll/express lanes • Lane conversion • New toll bridge 	<ul style="list-style-type: none"> • Management systems • Safety and Security 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Freight	<ul style="list-style-type: none"> • New/expanded terminal • New/extended truck lanes (in urban areas) • New trackage 	<ul style="list-style-type: none"> • Minor freight improvements • Safety and security • Track reconfiguration 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	
	Other		<ul style="list-style-type: none"> • Travel demand management • Land use • Planning • Emission reduction technologies 		

*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

Attachment C

Project Types and Programmatic Categories Description

A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

Expansion

1. New Bicycle and Pedestrian Facilities

Systems: Local Road, State Highway

Types: New and extended bike and pedestrian facilities (less than ¼ mile)

System Management

2. Management Systems

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media

3. Safety and Security

Systems: Local Road, State Highway, Public Transit, Freight

Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers

4. Travel Demand Management

Systems: Local Road, State Highway, Other

Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information

5. Intersection Improvements

Systems: Local Road

Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)

6. Multimodal Streetscape Improvements

Systems: Local Road

Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)

7. Minor Highway Improvements

Systems: State Highway

Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)

8. Minor Transit Improvements

Systems: Public Transit

Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities

9. Minor Freight Improvements

Systems: Freight

Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)

10. Land Use

Systems: Other

Types: Land conservation projects; TOD housing projects

11. Planning

Systems: Other

Types: Planning and research that does not lead directly to construction

12. Emission Reduction Technologies

Systems: Other

Preservation

13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

Operations

14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS. Project types that must be included individually are listed below:*

Expansion

1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

System Management

15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

2. COMMITTED STATUS

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?
If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

3. BASIC INFORMATION

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does. <i>(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street))</i>	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does. <i>(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)</i> Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

4. COST

Field	Description	Requirements
Capital Cost (2017\$)	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	\$, rounded up to the nearest \$100,000
<i>Environmental / Design (2017\$)</i>		
<i>Right-of-Way (ROW) (2017\$)</i>		
<i>Construction (2017\$)</i>		
<i>Rolling Stock (2017\$)</i>		
Operations & Maintenance Start (2017\$)	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter \$0.	\$, rounded up to the nearest \$100,000
<i>Operations (2017\$)</i>		
<i>Maintenance (2017\$)</i>		

Notes:

1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017\$.
2. All 2017\$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

*Example: YOE = [(Construction End – Construction Start) / 2 + Construction Start] or
YOE = [(2025 – 2020) / 2 + 2020] = 2023*

5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
<i>Environmental / Design</i>		
<i>Right-of-Way (ROW)</i>		
<i>Construction</i>		
<i>Rolling Stock</i>		
Operations & Maintenance Start Year	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year
<i>Operations</i>		
<i>Maintenance</i>		

7. MODELING

Field	Description	Requirements
Notes	<p>Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project.</p> <p>We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.</p>	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	\$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	\$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
<i>OneBayArea Grant</i>	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	\$
<i>RTIP</i>	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	\$
<i>Anticipated Local Discretionary Funds</i>		\$
<i>Regional Discretionary Funds</i>	Please identify your request for other regional discretionary funds.	\$

9. CONTACT

Field	Description	Requirements
First Name	Please identify the project/program manager and their contact information.	Text
Last Name		Text
Title		Text
Phone		Text
Agency		Text
Email		Text

ABAG/MTC Existing Land Use Data Collection Strategy Call For Input

ABAG and MTC are beginning the process of updating our base year land use database for analysis and UrbanSim modeling for the 2017 Regional Transportation Plan and Sustainable Communities Strategy. We will be collecting new data and comments through December 2015 and would appreciate your help in ensuring we have comprehensive and up-to-date information for the region's cities and counties.

Development Projects or Pipeline List

1. A list of buildings built or started between 2010 and 2015 to make sure we have recent construction fully captured
2. A list of (large) projects planned for construction in *future* years
3. The lists should cover key project info (address, building type, units, square footage, year built, entitlement status of the project and, if known, completion year)

Zoning and Growth Policy Updates

1. Zoning or General Plan maps with allowed *uses* and *intensities* (e.g., FAR, DUA)
2. Urban growth boundaries
3. Development caps
4. Impact fees and applicable geographies, when they vary in the jurisdiction

Because each jurisdiction uses different approaches and formats to record its information, we aim to offer a flexible means of data collection. If a jurisdiction or agency is interested in contributing data updates please:

1. Email Tom Buckley at MTC (tbuckley@mtc.ca.gov)
2. Tom will provide you with access to an online folder in MTC's Box Drive
3. In this folder, we have placed
 - a. A table on where and when we collected information previously
 - b. A guide to the type of information and variables we are trying to collect
4. Participants can upload information in a range of formats including:
 - a. A shapefile or other GIS data
 - b. Microsoft office files
 - c. PDFs
 - d. A note simply stating that we should update our information for a particular jurisdiction with any known information on how to find the new data

If you already have the data in a map or database we would be happy to take it that way, but any format will do. Please do not spend a lot of time creating new data for this effort.

Thank you for helping ABAG and MTC to update our regional land use data.



August 6, 2015
TAC Agenda Item 7.3
Continued From: July 9, 2015
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Program Manager- Finance
(707) 259-8779 / Email: aonorato@nctpa.net
SUBJECT: Abandoned Vehicle Abatement Authority Fee Program Sunset and
Renewal

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The Napa County Abandoned Vehicle Abatement Authority AVAA Fee Program will sunset, by statute on May 31, 2016. Vehicle Code Section 9250.7(g) will allow Napa County to extend their sunset date for another 10 years if the Authority meets certain new obligations and informs the Department of Motor Vehicles no later than October 1, 2015 formally requesting an extension.

At its last meeting, the TAC requested that the executive director discuss this with the city managers. The topic was introduced to them but only one manager and the county executive was present. It will be discussed with them at the next City Manager's meeting.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. The AVAA program receives approximately \$134,000 per year for program costs, of which abatements are the largest portion.

BACKGROUND AND DISCUSSION

The AVAA program provides funding for enforcement, which authorizes the abatement, removal, or disposal of any abandoned, wrecked, dismantled, or inoperative vehicle or

part from public or private property when the vehicles is deemed to be a public nuisance. A \$1 registration fee is imposed on all vehicles registered in the County.

In 1996 all of the Cities, Town and County agreed to designate the NCTPA as the Abandoned Vehicle Abatement Authority (AVAA). \$1 per registered vehicle is distributed to NCTPA Member Agencies for use in implementing their adopted vehicle abatement ordinance. The program was renewed in 2006 by a majority of cities and the Board of Supervisors. This renewed program will sunset on May 31, 2016.

Since Fiscal Years 2007-08 (FY2008), the Authority has received \$971,519 from the State Controller's Office and has abated 2,011 vehicles with an average of 273 abatements per year. The Cities of Napa and American Canyon have the most robust abatement programs in the Authority. However, it is important to note that abatements have been decreasing steadily since FY2008, with FY2011 and FY2015 as exceptions.

Table 1: Payments to Jurisdictions (includes capital payments)

Juris	FY2015 (to Q2)	FY2014	FY2013	FY2012	FY2011	FY2010	FY2009	FY2008	Total
AmCan	\$7,502	\$14,177	\$12,655	\$12,098	\$13,447	\$19,153	\$15,179	\$13,494	\$107,705
Calistoga	3,022	6,245	5,000	5,126	3,614	4,032	3,553	3,574	\$34,166
Napa	34,095	70,084	87,470	91,661	75,614	82,139	84,383	85,564	\$611,010
Napa County	969	33,375	16,226	17,617	24,897	15,475	22,378	26,284	\$157,221
St. Helena	4,400	6,564	5,309	6,038	3,588	4,188	3,610	3,518	\$37,215
Yountville	968	5,181	4,734	3,622	2,385	2,687	2,352	2,270	\$24,199
TOTALS	\$50,955	\$135,628	\$131,395	\$136,162	\$123,545	\$127,674	\$131,455	\$134,705	\$971,519

Table 2: Vehicle Abatements by Jurisdictions

Juris	FY2015 (to Q2)	FY2014	FY2013	FY2012	FY2011	FY2010	FY2009	FY2008	Total
AmCan	60	6	5	8	21	38	37	50	240
Calistoga	20	4	4	5	10	5	5	9	81
Napa	48	50	86	105	329	167	248	419	1,425
Napa County	2	30	4	5	45	4	43	104	237
St. Helena	2	4	4	6	5	5	4	5	37
Yountville	5	4	5	4	5	4	4	6	135
TOTALS	137	98	108	133	415	223	341	593	2,011

Current Program

For the last 10 years, the AVAA program has been used to pay for jurisdictional costs for motor vehicle abatements. These costs include administration, materials, abatements, and capital purchases. Table 1 above summarizes the payments each jurisdiction has received Since FYE 2008. Table 2 summarizes the vehicles abated in each jurisdiction.

Funding Projections

The current AVAA cash balance as of July 22, 2015 is \$84,592 which includes Q3 deposit of \$35,901, but not Q4. The current cash balance does not include Q3 or Q4 program expenses. The estimated cash flow projections for this fund until sunset on May 31, 2016 is as follows:

Current Cash Balance:	\$ 84,592
Add: Q4 FY14-15 Revenues	\$ 32,000
Less: Q3 & Q4 Expenses	<u>\$(44,000)</u>
FY 14-15 Cash Balance	\$72,592

FY15-16 Q1 Revenues	\$34,000
FY15-16 Q2 Revenues	\$31,000
FY15-16 Q3 Revenues	\$35,000
FY15-16 Q4 (Apr-May) Revenues	\$22,000
Less Q1-Q4 Expenses	<u>\$(99,000)</u>
Remaining Cash Balance	\$102,592

Quarters to Fund Exhaustion 4.46 or approximately 1 year.

Proposition 26

In November 2010, years after the original establishment of Napa County's AVAA program, Proposition 26 was approved by the voters of California. County Counsel has advised that Prop. 26 applies to an extension of the AVAA program and therefore, approval by 2/3 of the voting electorate is now required to extend the AVAA program for an additional 10 year period. Approval by a majority of cities having a majority of the incorporated population within the county and a 2/3 vote by the Board of Supervisors is required to place the issue on the ballot.

Ballot Initiative

Other AVAA programs have been researched by NCTPA staff to determine how they addressed the requirement of the 2/3 voter majority for a program extension. Some counties do not need to address the issue until later since their current program does not sunset until after 2016. A few counties such as Mendocino, Humboldt and Calaveras took the matter to the electorate, and were successful. Some larger counties such as Orange, San Diego, and San Mateo decided to terminate the program rather than seek voter approval. NCTPA counsel is advising that NCTPA place this renewal

of the AVAA fee on the first countywide election held or the Board may wish to recommend a special election. Alternatively, it could go to the voters as a new tax in November 2015 or 2016.

Staff has contacted John Tuteur at the County Registrar of voters to determine the cost of a special election for November 2015. The cost of a countywide election will be in the \$60,000 to \$80,000 range, depending on the number of pages of the measure, the arguments, and any impartial analysis. NCTPA may be able to ask the Board of Supervisors to waive the fee of a special election, which would mean the County's general fund would have to absorb the cost. The County has expressed hesitation on the Board of Supervisors subsidizing a special election. The County made the suggestion that the jurisdictions proportionately share in the cost of the election.

Table 3 shows the proportional costs of funding the ballot initiative using the same formula as the current distribution of payments from the AVAA fund. Since the AVAA funds are 100% pass through to the respective jurisdictions, staff is recommending any expenditure for the program renewal be covered by the jurisdictions. Under the staff ballot cost funding recommendation, if a jurisdiction decides to "opt-out", their cost would be reapportioned to the other jurisdictions.

Table 3: Special election funding for each jurisdiction

Jurisdictions	Percent	Estimated Cost of Election		
AmCan	10%	\$ 6,059	\$ 7,069	\$ 8,079
Calistoga	4%	2,330	2,718	3,106
Napa	53%	31,866	37,177	42,488
Napa County	26%	15,415	17,984	20,553
St. Helena	4%	2,471	2,883	3,295
Yountville	3%	1,859	2,169	2,479
TOTALS	100%	\$ 60,000	\$ 70,000	\$ 80,000

New Program Constraints

In the past, eligible program costs included administration, materials, personnel, capital purchases, and abatements. Administrative costs and capital purchases for the program will no longer be eligible.

Any renewed program will only allow vehicle abatements as an eligible cost. In accordance with Section 22710(f) California Vehicle Code (CVC), "...an abandoned vehicle abatement is defined as the removal of a vehicle from public or private property by towing or any other means after the vehicle has been marked as abandoned by an official of a governmental agency that is a member of the Service Authority." No other costs will be available for reimbursements by the Authority.

Alternatives

- Allow the program to sunset, and let each jurisdiction fund their own vehicle abatements and cost recovery.
- Renew by resolution. It should be noted that such action is not likely to withstand a voter referendum.

SUPPORTING DOCUMENTS

Attachments: None



August 6, 2015
TAC Agenda Item 7.4
Continued From: July 9, 2015

Action Requested: Information/Discussion

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: 2016 Regional Transportation Improvement Program (RTIP) and
State Transportation Improvement Program (STIP) Update and
Policy Discussion

RECOMMENDATION

That the TAC (1) identify RTIP projects that are critical for moving forward, identify projects that could be delayed and consider projects that would be submitted if RTIP funds were to become available (2) recommend the NCTPA Board adopt a RTIP policy that would commit future RTIP funding on highway projects as outlined in attachment 5.

EXECUTIVE SUMMARY

The STIP is a multi-year capital improvement program comprised of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the RTIP for the nine-county Bay Area. The biennial RTIP is then submitted to the California Transportation Commission (CTC) for inclusion in the STIP.

MTC, in cooperation with NCTPA, the other Bay Area Congestion Management Agencies (CMA) and Caltrans, is currently preparing the 2016 Regional Transportation Improvement Program (RTIP).

The CTC has indicated that the 2016 STIP is roughly \$30 million statewide resulting in negative program capacity for the Public Transportation Account (PTA) and a negligible amount of capacity in 2020-21 for the State Highway Account (STA). This means that the 2016 STIP is basically fully programmed, and projects currently programmed in the STIP may have to be delayed to the two outer years - 2019-20 and 2020-21.

Given the downward funding trend of the STIP and the heated competition for scarce transportation funding, NCTPA staff is recommending that the Board consider a policy that would prioritize STIP funds for highway projects. Prioritizing county STIP funds for highway projects will not only draw light on critical needs but also entice ITIP and State Highway Operations and Protection Program (SHOPP) funds to gap project shortfalls.

FISCAL IMPACT

Is there a Fiscal Impact? Not with this action at this time

BACKGROUND AND DISCUSSION

MTC, in cooperation with NCTPA, the other Bay Area Congestion Management Agencies (CMA) and Caltrans, is currently preparing the 2016 Regional Transportation Improvement Program (RTIP).

At the June 25th California Transportation Commission (CTC) meeting the draft 2016 STIP fund estimate (FE) was presented (but not adopted) by the CTC. The preliminary estimate indicated that only \$30 million would be available statewide. By comparison, the 2014 STIP had \$1.26 billion in new capacity statewide. This means that the 2016 STIP is essentially fully programmed, and projects currently programmed in the STIP may have to be delayed to the two outer years - 2019-20 and 2020-21.

STIP reductions are the direct result of lower gas tax revenues which is more specifically attributable to the 2010 Fuel Tax Swap and the diversion of the Truck Weight Fees to fund debt on transportation bonds. The revenues that fund the STIP come from an excise tax. The Fuel Tax Swap guaranteed that revenues would be equal to what was generated by a sales tax. Since gas prices have gone down, the adjustment results in lower revenue generations for the STIP. Truck weight fees, which may in part historically flowed to the STIP, have been diverted the last several years to fund debt repayment on Transportation related bonds.

MTC has requested the following information from jurisdictions to prepare for an allocation plan or in the event new STIP funds are realized and to inform legislators:

- 1) Current FY 2015-16 RTIP projects and when they plan to have allocation submitted (should be by November 1, 2015)

-
- 2) A list of project priorities if RTIP funds were available (this will help MTC inform legislators about important projects not receiving funding due to reduction in STIP funds)
 - 3) Existing Projects in the STIP that would be negatively impacted if involuntarily delayed

The CTC is currently scheduled to hold a STIP Workshop on July 23rd, and adopt the FE and Guidelines at its August meeting. CTC may choose to delay the adoption of the FE and Guidelines until October in order to consider any potential legislation coming out of the Extraordinary Session of the Legislature to discuss transportation, as well as the federal DRIVE Act proposals. If that happens, MTC's RTIP schedule will also be delayed accordingly.

If RTIP funding becomes available, jurisdictions should have project submittals ready to go. New projects that jurisdictions wish to fund with RTIP funds should be submitted to NCTPA by Friday, August 14th with the following information:

- 1) Project Name
- 2) RTP ID Number
- 3) Project Description
- 4) RTIP Funding Request
- 5) Total Cost of the Project
- 6) Project Schedule

In the last RTIP (2014) the jurisdictions of Napa programmed approximately \$9 million in RTIP funds to various capacity increasing projects, including \$705,000 in reserve for the Jameson Canyon construction overages of which \$661,000 was used. Table 1 below summarizes projects programmed in the 2014 RTIP for Napa County.

Table 1: 2014 RTIP Projects for Napa County:

ID #	Project Name	Sponsor	RTIP Request
1	PPM	NCTPA	\$165,000
2	Silverado Five-Way Intersection Improvements	City of Napa	1,153,000
3	Devlin Road Extension	American Canyon	1,962,000
4	Eucalyptus Drive Extension	American Canyon	1,154,000
5	California Roundabouts	City of Napa	1,070,000
6	Improve Intersection at Petrified Forest Road and SR 128	Calistoga	580,000
7	Hopper Creek Pedestrian Path between Oak Circle and Mission	Yountville	500,000
8	Airport Boulevard Rehabilitation	Napa County	1,332,000
9	Highway 29/ Grayson Ave. Signal Construction	St. Helena	300,000
10	STIP Reserve	STIP Reserve	705,000
		Total	\$8,921,000

Policy Considerations

Staff is recommending that consideration be given to committing the County RTIP to fund State Highway Projects only. Local jurisdictions receive limited Federal and State discretionary funds that can be used on highway projects. Critical highway projects such as the Soscol Junction, SR 29 Widening in American Canyon, Intersection Improvements on SR 29/12/121, have been identified locally as priorities. Moreover, other projects such as improvements at Trower, Wine Country Road, and highway intersection improvements in Calistoga are also being considered for improvements by jurisdictions. Because of the magnitude of need and because of the larger trend for the CTC to discourage funding rehabilitation projects using STIP funds, staff is recommending the NCTPA Board adopt a RTIP policy that make highway projects the priority. There are various other funding sources to address rehabilitation and roadways off the state highway and a number of efforts statewide to support generating new funding sources for that purpose. Moreover, dedicating county RTIP funds for highway projects will shed light on these projects and draw ITIP and SHOPP funds.

Additional information about the Regional Transportation Improvement Program (RTIP) can be found at <http://www.mtc.ca.gov/funding/STIP/>.

SUPPORTING DOCUMENTS

Attachments:

- (1) Draft 2016 STIP Fund Estimate
- (2) Draft 2016 STIP Guidelines
http://www.catc.ca.gov/programs/STIP/2016_STIP/2016_STIP_Guidelines_draft_032615.pdf
- (3) 2012 RTP Napa County Program Priority List
- (4) 2014 RTIP Projects for Napa County by funding year
- (5) Proposed RTIP Policy

County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2016 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA), and a negligible amount of capacity in 2020-21 for the State Highway Account (SHA). This means that the 2016 STIP is basically already fully programmed, and projects currently programmed in the STIP will have to be delayed to the two new years of the five-year period. **There are no programming targets in the 2016 STIP** due to the lack of new capacity.

The following table (Table 1 – Reconciliation to County and Interregional Shares) lists the net changes to program capacity from the 2016 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and non-PTA (the State Highway Account and Federal Trust Fund). The table is based on Commission actions through June 30, 2015.

2016 STIP FUND ESTIMATE - DRAFT
Table 1 - Reconciliation to County and Interregional Shares
(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2016 FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
Total 2016 STIP FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
2014 STIP Program ¹	\$86	\$97	\$129	\$118	\$0	\$0	\$345	\$431
Net PTA STIP Program	\$86	\$97	\$129	\$118	\$0	\$0	\$345	\$431
PTA Capacity for County Shares	(\$36)	(\$57)	(\$89)	(\$78)	\$40	\$40	(\$145)	(\$181)
Cumulative	(\$36)	(\$94)	(\$183)	(\$261)	(\$221)	(\$181)		
State Highway Account (SHA)								
2016 FE Non-PTA Target Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,175	\$2,503
Total 2016 STIP FE Non-PTA Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,175	\$2,503
2014 STIP Program - hwy ¹	\$451	\$685	\$539	\$550	\$0	\$0	\$1,774	\$2,225
2014 STIP Program - bike/ped ¹	\$16	\$30	\$14	\$5	\$0	\$0	\$48	\$65
Net Non-PTA STIP Program	\$468	\$715	\$553	\$554	\$0	\$0	\$1,822	\$2,290
Non-PTA Capacity for County Shares	(\$140)	(\$350)	(\$173)	(\$124)	\$500	\$500	\$353	\$213
Cumulative	(\$140)	(\$490)	(\$663)	(\$787)	(\$287)	\$213		
Total Capacity	(\$176)	(\$408)	(\$262)	(\$203)	\$540	\$540	\$208	\$32

Notes:

General note: Numbers may not add due to rounding.

¹ Draft 2015 Orange Book

DRAFT 6/24/2015

2012 Regional Transportation Plan (RTP) - Napa County Program Priority List

Project	RTP ID #	Programmatic Category	Total Cost (millions)
Countywide LSR rehab	230695	20, 24	\$110.21
Countywide SRTS	22417	2	6.17
Countywide Bike programs	230527, 240612	1	20.38
Countywide traffic signalization	22744	15	3.2
SR29 BRT project	240617		11.63
Soscol Flyover	94073		5.24
Airport Interchange	94075		4.39
29 South County Corridor Improvements	240057, 240120, 240122, 240138	25	26.32
1st St./Sr29 Intersection improvements	22746	15	14.77
St. Helena Downtown Access	230378		1.93
St. Helena Signalization	230381		1.42
Devlin Rd extension	230392		11.55
Yountville/Napa corridor (flooding mitigation)	230508		1.13
Madison street bypass (Yountville)	230510		1
Napa Creek/29 bike underpass	240083	1	1
Green Island Road Rehab	240123	20, 24	5.24
Napa Junction Intersection improvements	240136	15	3.47
St. Helena lighted crosswalks	240152		0.2
Lincoln Ave/SR29 Interchange improvements	240082		3.15
Napa "5-way intersection" improvements	240085	15	5.21
Petrified Forest interchange	230518	15	3.16
TOTAL			240.77

MTC alerted staff the projects were overbudget because of YOE dollar amounts. NCTPA had MTC use a 2% inflation rate instead of the default MTC rate of 3.3%. MTC calculated Napa's project list with a 14% reduction from YOE dollar amounts for each project. The TAC RTP subcommittee than instructed staff on what project's to supplement with the approximately \$750k remainder.

2014 RTIP Projects - FY 14/15 to 18/19

ID	Project Name	Sponsor	Description	Funding Type	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Total Request	Total Project Cost	Notes
1	Planning, Programming and Monitoring	NCTPA	PPM	STIP 2014				\$83,000	\$82,000	\$165,000		
2	Silverado Five-Way Intersection Improvements	City of Napa	Intersection geometry improvements, lane widening, travel lane reconfiguration, and signal modification	STIP 2014				\$1,153,000 (CON)		\$1,153,000	\$5,210,000	Needs completed PID before it can be amended into STIP
3	Devlin Road and Vine Trail Extension	American Canyon	Extending Devlin Rd. and Vine Trail approximately 2,500 feet to the south, connecting at Green Island Road	STIP 2014		\$297,000 (PS&E)		\$1,665,000 (CON)		\$1,962,000	\$2,881,800	Need to have PS&E authorization request in by November 1, 2015
4	Eucalyptus Drive Extension	American Canyon	Extending Eucalyptus Drive from Theresa Rd. to intersect with Hwy 29 and reconfiguring Eucalyptus and Theresa Road intersection.	STIP 2014					\$1,154,000 (CON)	\$1,154,000	\$4,524,000	
5	California Roundabouts	City of Napa	Roundabouts at First and California and Second and California	STIP 2014			\$1,070,000 (CON)			\$1,070,000	\$5,369,000	Construction funds pushed back to FY 16/17; \$431,000 in ROW funds programmed through OBAG
6	Improve Intersection at Petrified Forest Road and SR 128	Calistoga	Intersection improvements to 4-way stop by adding signalization	STIP 2014		\$105,000 (PS&E)	\$50,000 (ROW)	\$425,000 (CON)		\$580,000	\$650,000	Need to have PS&E authorization request in by November 1, 2015
7	Hopper Creek Pedestrian Path Project between Oak Circle and Mission	Yountville	Construct pedestrian bridge across Hopper Creek and construction of park path leading up to the bridge on both sides of creek	STIP 2014			\$100,000 (PS&E)	\$400,000 (CON)		\$500,000	\$500,000	
8	Airport Boulevard Rehabilitation	Napa County	Rehabilitate Airport Blvd. between SR 29 and Napa County Airport, including AC pavement overlay and retrofit curb ramps.	STIP 2014				\$57,000 (PS&E)	\$1,275,000 (CON)	\$1,332,000	\$1,916,000	
9	Highway 29/ Grayson Ave Signal Construction	St. Helena	Install traffic signal at Hwy 29 and Grayson Ave in St. Helena	STIP 2014	\$300,000 (CON)					\$300,000	\$400,000	Rolled into Caltrans Channelization project / coop needed with Caltrans
10	STIP Reserve	NCTPA	STIP Reserve	STIP 2014	\$705,000					\$705,000		\$661k used for Jameson
Total										\$8,921,000	\$21,450,800	

RESOLUTION No. 15-XX

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
ADOPTING A POLICY PRIORITIZING STATE HIGHWAY PROJECTS
IN THE NAPA COUNTY
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, NCTPA administers the Napa County Regional Transportation Improvement Program on behalf of Napa's jurisdictions; and

WHEREAS, Napa County has significant highway improvement needs; and

WHEREAS, Napa County has not identified other revenues to address these needs; and

NOW THEREFORE LET IT BE RESOLVED that NCTPA shall program projects in the Napa County RTIP that

1. Are consistent with the State and Regional State Transportation Improvement Program (STIP) Guidelines; and
2. Meet basic eligibility requirements; and
3. Have a completed Project Initiation Document (PID); and
4. Are consistent with the State and Regional State Transportation Improvement Program; and
5. Are located on the State Highway system and/or improve operations in support of the State Highway System.

Passed and Adopted the 15th day of July, 2015.

John F. Dunbar, NCTPA Chair

Ayes:

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel